

his only son, and we doubt not, though it is a large contribution to this war, that it is made in the true spirit of patriotism.

The Lieutenant Colonel, P. A. O'Brien, possesses high military qualifications, and in fact, all the officers have been thoroughly schooled that it would be difficult to make comparisons.

The Quartermaster, Wm. V. Hutchings, is a gentleman well known both in New York and Boston, and his name is a synonym for comfort and good living, and his tact and ability in his department are universally acknowledged.

The men have been carefully picked, and caution has been taken to have a great bill of health for them, in regard to which the excellent surgeons, Dr. Green and Dr. Hild, have been most particular. The captains and lieutenants have all been members of the parent company, and are all of the most wealthy and respectable merchants and citizens of Boston and its vicinity.

Of the line officers quite a number have served with the three months volunteers. Captain Martin, of Company B, was the first to tender the services of his company to the Governor of the State, and it is related of him that when he heard the President's proclamation he was in the slaughter house (his business was that of a butcher), and suddenly becoming fired with patriotism, he decided to leave the implements of his trade, and donning his uniform, got his men in readiness to start.

THIRTY-SEVENTH MASSACHUSETTS VOLUNTEERS.
Colonel Horace C. Lee is a native of Massachusetts, and was connected with the military some seventeen years, during fifteen of which he held a commission. His last position was that of Colonel of the Twelfth regiment of Massachusetts Volunteer Militia, and acting Brigadier General of the Sixth brigade. He was lately city clerk of Springfield.

Lieutenant Colonel Lyman was also connected with the military for a number of years, and previous to the war, was captain of the Northampton Artillery, which was subsequently reorganized as an infantry company.

Major Bartholomew, a brother of the celebrated surgeon, has seen five years' service in the regular army as sergeant in General (then Captain) McClellan's company.

Charles James Sanford belongs to North Adams, and is pastor of the Baptist church of that place, from which he obtained leave of absence to accompany the regiment. He is now in command of Company H.

Surgeon George A. Otis, of this regiment, has been most unflinchingly in his labors for the welfare and sanitary condition of the corps, and it is good evidence of his skill and devotion that the sick list has been very small.

TENTH CONNECTICUT VOLUNTEERS.
Lieutenant Colonel Drake is a lawyer by profession, and resides at Hartford. He was engaged with others in recruiting one of the first companies that tendered their services to the government when the President issued his proclamation. This was Company A of the First Connecticut Volunteers. He was chosen its first Lieutenant, and served with distinction in the three months campaign. Soon after the mustering out of the regiment he was appointed Major of the Tenth, and was subsequently promoted to the lieutenant colonelcy.

Major Pettibone, of Winsted, was a teacher of an elementary military school in Connecticut, and was appointed Major to fill the vacancy occasioned by the promotion of Lieutenant Colonel Drake.

Surgeon A. T. Douglas was in the three months campaign as Surgeon of the Second Connecticut Volunteers, having a lucrative practice to accept the position. He served with distinction, and for meritorious conduct at the battle of Bull Run received honorable mention in the report of General Sigel. Upon the return of his regiment he was tendered his commission as Major.

Assistant Surgeon Newton was on the medical staff of the Third Connecticut Volunteers in the three months campaign.

Adjutant Colt was Second Lieutenant of the First Connecticut Volunteers, and for distinguished service in the three months campaign had been promoted from the ranks. Returning home, he was appointed Assistant Quartermaster General of the State of Connecticut, which office he resigned to accept his present position.

Of the line officers, Captain Leggett was color sergeant in the Second Connecticut Volunteers, in the three months service, and distinguished himself at Bull Run, receiving a medal from his colonel in token of his gallant conduct. Captain Wells was orderly sergeant of Company A, First Connecticut Volunteers, in the same service, and fought at Bull Run. Captain Johnson was captain of the Worcester Rangers, under General Jim Lane, in the Kansas wars. Captain Hoy served in the three months campaign as second lieutenant, and was at Bull Run. Captain Branch was also in the same service, and participated in the battle of Bull Run. Lieutenant Brewster, Quinn, Otis, Perkins and McKee likewise saw service with the three months men, and fought at the battle of Bull Run.

THIRTY-FIRST MASSACHUSETTS VOLUNTEERS.
Colonel Augustus Morse is a native of Worcester, and about forty-four years of age, and previous to the breaking out of the war was engaged in business in Leicester, Mass. In a military capacity he has held various positions, and is now in the position of Major General of the Third division of Massachusetts State Militia.

Lieutenant Colonel Maggi was lately sergeant major of the Third Massachusetts Volunteers, now at Fort Monroe. He is an Italian by birth, served on Garibaldi's staff, and recently kept a fencing school in Bedford.

This regiment was organized principally in Worcester county, Mass., and went into camp at Worcester city with 400 men. On the 23d of August the regiment departed with 1,027 men for Annapolis, the Naval Academy and neighborhood of which they garrisoned until the expedition left. The regiment also rendered valuable assistance in guarding the line of the Baltimore and Annapolis railroad, and in the capture of the rebel gunboat. The flag companies are armed with the Harper's Ferry rifle, and the rest of the regiment with the Enfield. Lieut. J. W. Fletcher, of Company I, was secretary of the post at Annapolis while the regiment was there.

FIFTY-FIRST PENNSYLVANIA VOLUNTEERS.
Colonel John Frederick Hartman is a lawyer by profession, a native of Montgomery county, Pa., and about thirty-one years of age. He is a graduate of Union College, and a member of the Sigma Chi collegiate fraternity. He connected himself with the military in 1860, at which time he was elected colonel of a regiment in the Second division of the Pennsylvania militia, and has served continuously ever since. On the 16th of April—the day succeeding the President's proclamation—he tendered his command, notwithstanding of seven companies, and they were immediately accepted. The regiment being subsequently reinforced to full strength, the colonel rendered efficient service in repressing the symptoms of disloyalty which manifested themselves in that part of Maryland. In May he reached Washington, where, with his men, he was sent to Alexandria, where they saw considerable active service in skirmishing. The term of service of the regiment having expired before the battle of Bull Run, Colonel Hartman attached himself to the staff of General Franklin, acting Brigadier General in General Heintzelman's division, and served with gallantry during that eventful campaign. Returning to Pennsylvania he was, with many of his officers, commenced the organization of the Fifty-first Pennsylvania regiment, which was completed on the 1st of September. He is a lawyer by profession, and a native of Pennsylvania, and previous to the war was attached to the staff of Major General Schooner. He served in the three months campaign in the capacity of Adjutant of the Ninth Pennsylvania, which was part of the brigade that first crossed the Upper Potomac. He was promoted to the rank of Assistant Adjutant General of the brigade, and, though not a participant in any serious engagement, saw considerable active service in picket fights and skirmishes.

Major Edwin Schall is a graduate of the Partridge Military School, of Pennsylvania, and was with Colonel Hartman in the three months service.

Of the line officers, several have been in the Mexican war.

FIFTY-FIRST NEW YORK VOLUNTEERS.
Colonel Edward Ferrero is a native of New York city, and about thirty-one years of age. He comes of a military family, his uncle, Colonel Lewis Ferrero, having been in the Sardinian service, both in the Crimean and in the Italian campaigns, attaining no little distinction on the battle fields of those eventful epochs. The subject of the present sketch was six years a staff and field officer of the New York State forces, and still holds the position of Lieutenant Colonel of the Eleventh New York Militia, his resignation from which Governor Morgan refused to accept. He is one of the best officers in the expedition.

Lieutenant Colonel Robert B. Potter is a son of Bishop Alonzo Potter, of Pennsylvania, and nephew of Bishop Potter, of New York. He is a native of Boston, graduated at Union College, the President of which—the Rev. Dr. Nutt—is his grandfather, and, previous to the war, was practicing law in New York. He has acquired a good knowledge of military duties from a long connection, for some time in the capacity of First Lieutenant of the well drilled organization, the New York Rifles.

Major Charles Le Gendre is a Frenchman, and an en-

gineer by profession. In this capacity he was lately connected with some military operations in Missouri.

Adjutant Aug. J. Capron is an excellent officer, and saw service with the Brooklyn Thirtieth regiment in the three months campaign.

The chaplain, Rev. Owen N. Benton, was lately pastor of the Presbyterian church at Appleton, N.Y. His influence and popularity in that congregation have been the means of furnishing large quantities of comforts for the regiment, in the way of donations of clothing, &c.

NINTH NEW YORK VOLUNTEERS.
Colonel Hawkins, Colonel of the New York Zealous, Ninth regiment New York Volunteers, is a native of Vermont, and only about thirty years of age. He came to this city prior to the breaking out of the Mexican war, and apparently a restless boy, when he enlisted in the volunteer force, and was subsequently transferred to the command of Colonel Hardee. After his return to the city he commenced the study of law, and after being admitted to the bar associated himself with Dexter A. Hawkins, his cousin, in an office in Wall street. During that time he married a very wealthy lady from one of the upper counties, by which he managed to make the acquaintance of some of the best families in this city. When the Chicago Zealous were here on a visit last summer their peculiar drill and free and easy manners captivated many of our young men, and not long after several companies were organized on a similar plan. One of these companies—the New York Zealous—having their headquarters on the corner of Fourth and Thompson streets—Colonel Hawkins associated himself with, and on the promulgation of the President's proclamation called for seventy-five volunteers, to which he procured, through Mr. Hawkins, offered their services to Governor Morgan, were accepted, and elected Colonel Hawkins to command them. Since the regiment has been in Virginia it has been stationed at Newport News, at which time it belonged to the brigade of Brigadier General Phelps, and afterwards was despatched to Garrison Fort Clark, on Hatteras Island. Colonel Hawkins enjoyed the confidence of Major General Butler, and was the President of the General Court Martial established for the trial of all cases coming under the jurisdiction of the court. The Ninth Volunteers, one of the best light infantry regiments that has left this city, being made up chiefly of young men below the age of twenty-five.

Lieutenant Colonel Betts is the son of Judge Betts, of the United States District Court of this city. He held at one time the position of United States Commissioner.

Major Edgar A. Kimball is an old army officer and has seen active service under General Pierce, in the Mexican war. He is a native of Vermont and was appointed Captain of the Ninth infantry on the 31st of March, 1847. In August, 1848, he was brevetted Major for gallant and meritorious conduct in the battles of Contreras and Churubusco, his brevet dating from August 20, 1847. He was also distinguished in the battle at Chapultepec. He left the army in 1855, and the regiment was disbanded on the 20th of August, 1855. He was engaged in civil pursuits until the breaking out of the present war, when he joined the regiment.

NORTH CONNECTICUT VOLUNTEERS.
Colonel Edward Harland is a native of Connecticut, about twenty-eight years of age, a graduate of Yale College, and a lawyer by profession. He was captain of a company of the Third Connecticut Volunteers in the three months campaign, fought at Bull Run, and on returning home organized a company for the war, from the captaincy of which he was promoted to the lieutenant colonelcy of the Sixth Volunteers, and eventually to his present position.

Lieutenant Colonel Andrew Terry is also a native of Connecticut, about thirty-eight years of age, and recently was engaged in business in Terryville, Litchfield county. Previous to his promotion to his present position he was Orderly Sergeant of the Fourth Connecticut Volunteers.

Major Appleman is also of Connecticut birth, a lawyer by profession and about thirty-five years of age. He was in the Second Connecticut Volunteers in the three months campaign, and on coming back raised a company, from the captaincy of which he was promoted to the majorship of the Eighth regiment.

Of the line officers, Captains Hoyt, Ward, Upham and Jackson were in the three months service with Connecticut regiments.

SEVENTH RHODE ISLAND VOLUNTEERS.
Colonel T. H. C. Kingsbury was born in New Orleans, but has lived recently in Franklin, Connecticut. He is about fifty-four years of age, and of considerable military experience, acquired by his connection with the militia, forces—in which he held, upon resigning, the rank of Colonel—and by a short period of study at West Point. He was Lieutenant Colonel of the Fifth Connecticut Volunteers before being promoted to his present position.

Lieutenant Colonel Charles T. Mathewson is a native of Connecticut, and about forty-nine years of age. He was previously connected with the militia forces, in the capacity of Quartermaster of the Eleventh regiment.

Major Griffin A. Steadman is of Hartford, and about twenty-four years of age. He graduated at Trinity College, and was recently studying law in Philadelphia. Previous to his promotion to his present rank, he was captain of a company of the Fifth Connecticut Volunteers.

The chaplain, Rev. George Soule, is pastor of the Congregational church at Hampton, Connecticut, from which he received leave of absence to accompany the regiment.

Adjutant Jared E. Lewis was in the Third Connecticut Volunteers, and fought at Bull Run. He was recently engaged in business in New Haven.

EIGHTY-NINTH NEW YORK VOLUNTEERS.
Colonel Harrison S. Fairchild is a native of New York, and has had considerable military experience as Colonel of the Fifty-fourth Militia regiment, of Rochester. He is about forty-five years of age, and was a member of the New York State Military Board of Inquiry.

Lieutenant Colonel Jacob C. Robie, who has been virtually in command of the regiment, owing to the absence of the Colonel, is a native of New Hampshire, and about fifty years of age. He has held the position of Colonel of three different regiments in New York, and has been connected with the military some twenty years. He resides in Binghamton, where he has been connected with the administration of the city government, and has two sons officers in the United States Navy—one Chief Engineer on the Mohican, and the other on board the Saginaw, in Chinese waters. He was recently engaged in business in Binghamton, and, though the regiment was raised by his almost individual efforts, he magnanimously resigned its command to Colonel Fairchild.

Captain C. W. Durt was a short time in the rebel army. He owns some property in Missouri, and on going to look after it when he was broke out and seized and imprisoned in the rebel force, but took the first opportunity to desert.

Of the line officers several have served with the three months volunteers.

FOURTH RHODE ISLAND VOLUNTEERS.
Colonel J. P. Rodman is a native of Kingston, R. I., and is now about thirty-eight years of age. During the three months campaign he held the position of captain in the Second Rhode Island regiment, and we may here state that his command was the first detachment of the Union forces which engaged the enemy at Bull Run. Returning home, he was promoted to the lieutenant colonelcy of the Fourth, and while it was in service in Virginia, to his present rank.

Lieutenant Colonel George W. Tew is an officer of considerable military experience, and was for fourteen years captain of the Newport Artillery, an organization which dates back to the year 1741. He was captain in the First Rhode Island Volunteers, of the color company, which at Bull Run lost three color sergeants in succession, when he himself seized the banner and carried it for some time. He went out again in the Fourth as Captain, and was subsequently promoted to the rank of Major and Lieutenant Colonel. He is a native of Newport, and about thirty-one years of age.

Major John A. Allen was born in Woonsocket, R. I., and is about thirty-five years of age. He served in the three months campaign as second lieutenant in the Second Rhode Island regiment, and fought at Bull Run. Previous to his present position he was captain of a company in the regiment.

Adjutant Joseph B. Curtis is a brother of George W. Curtis, the celebrated lecturer. He was formerly captain of the Engineer Corps, New York Ninth Militia regiment, and was promoted to the present position therefrom. He is a native of Providence.

Major Clark is well known as Professor of Chemistry in Andover College, where his seat is still retained for him. The chaplain, Rev. George E. Ball, is pastor of the Unitarian church of Upton, Mass., and received leave of absence from his congregation to go with the expedition.

FIFTH RHODE ISLAND VOLUNTEERS—FIRST BATTALION.
Major John Wright is a native of Providence, and about thirty-six years of age. He has been connected with the military upwards of thirteen years, and previous to the

war held the position of Brigadier General of the Fourth brigade of Rhode Island Militia. He is a short time associated with the military, and has held various positions, and before connecting himself with the army was a merchant in Providence.

The chaplain, Rev. Walter B. Noyes, was late pastor of All Saints' Episcopal church at Newport, and is a native of Cuba, but resided a great part of his life in North Carolina. He is a graduate of Brown University, and to colleagues it may be interesting to state that he is a member of the Theta Delta Chi fraternity.

SIXTH RHODE ISLAND BATTERY.
Captain Belger is a native of Rhode Island, and about thirty years of age. He has been in the regular army some ten years, during eight of which he held the rank of sergeant. This latter position he occupied in Ricketts' battery, and with that corps fought at Bull Run.

Lieutenant Pope, Field and Simpson served with the First Rhode Island Battery, and took part in the engagement at Bull Run.

THE NAVAL SECTION.
COMMANDER-IN-CHIEF.
L. M. GOLDSBOROUGH, Commanding.
Chief of Staff—Lieutenant Colonel A. L. Case.
Staff Medical Officer—Lieutenant Colonel S. G. Jones.
Acting Signal Officer—Lieutenant Colonel G. Fisher.
Secretary to Flag Officer—Henry Van Brunt.
Clerk to Flag Officer—E. C. Meeker.
Commander of 24 Column—Stephen C. Rowan.

THE GUNBOATS OF THE EXPEDITION.
THE RANGER.
The Ranger is one of the newest purchased vessels. She has been engaged in the towing business on the Hudson river. She is a propeller of eight hundred tons burthen, and since her purchase by the government she has been entirely rebuilt, sheathed, diagonally fastened and braced and otherwise altered to fit her new position. Her engine is a low pressure condensing, with a cylinder of thirty-six inches and a stroke of thirty-six inches. Her engine room is supplied with a blowing and pumping system. Her dimensions are—Length, 160 feet; breadth, 34 feet; depth, 24 feet. Her armament is as follows: On gun deck, two of the Parrott thirty-two pounders, rifled, and two of the Ward steel twelve-pounders, also rifled. On the upper deck she carries two Ward steel twelve-pounders, rifled, and one mountain howitzer, also rifled, making a total of seven rifled guns—a very heavy and effective battery. She has accommodation for five hundred troops on board. The following is a correct list of her officers:—
Captain—John Boston Childs.
Lieutenant of Artillery—Calab Chubb Ayres.
First Officer—John A. Vane.
Master's Mate—Edmund H. Thomas.
Chief Engineer—Andrew Inglis.
First Assistant Engineer—William H. Hooker.
Second Assistant Engineer—William Graham.
Gunner—A. P. Emmerson.
Ordnance Officer—Solomon Ryan.
Commissary Officer—E. D. Waters.

PIONEER.
The gunboat Pioneer is a propeller of 400 tons, and was also used on the Hudson as a tugboat. Her dimensions are—Length 150 feet; breadth 30 feet; depth 8 feet. She has a low pressure engine, with a cylinder of twenty-eight inches and a stroke of eighteen inches. She was recently purchased by government. She carries four guns, as follows:—One thirty-pound Parrott gun and one twelve-pound Ward steel gun on the main deck, and on the upper deck she has one twelve-pound howitzer and one twelve-pound mountain howitzer. These guns are all rifled. On board there is accommodation for four hundred and fifty men. The following are her officers:—
Captain—Charles G. Baker.
Lieutenant of Artillery—E. C. Rowan.
First Officer—John W. Grubb.
Second Officer—William Hathaway.
Chief Engineer—William H. Scott.
First Assistant Engineer—Michael Morgan.
Second Assistant Engineer—Elijah Wilson.
Pilot—Holder Almy.

SENTINEL.
The gunboat Sentinel was formerly a propeller running on the Hudson river, but she was bought by the government and transformed into a gunboat. She is rebuilt, refurnished, a new deck built, and new sheathing put on her. She is 150 feet long, 30 feet beam and 7 feet depth of hold, cylinder 30 inches, stroke 30 inches. She carries on the main deck one thirty-two pound rifled Parrott gun and two twelve-pound Ward steel rifled guns; on the upper deck, one twelve-pound howitzer. There is accommodation on board for five hundred troops. Her officers are:—
Captain—Joshua Colvard.
Lieutenant of Artillery—E. C. Rowan.
First Officer—Annie R. Ludwig.
Second Officer—William Shepley.
Chief Engineer—Frederick Keller.
First Assistant Chief Engineer—John Pratt.
Second Assistant Engineer—Morgan Irving.
Gunner—Oliver Sawyer.
Ordnance Officer—Samuel G. Garland.
Pilot—Richard Nickerson.

LANCER.
The Lancer is a propeller formerly used on the Hudson. Like some of the others, she has been rebuilt, and otherwise altered to suit her present purpose. Her dimensions are—Length, 180 feet; breadth, 32 feet; depth, 9 feet. Engine, low pressure; cylinder, 34 inches; stroke, 34 inches. She carries on the gun deck one thirty-two-pound rifled Parrott and one twelve-pound howitzer. On the upper deck, two twenty-pound rifled steel guns, one of which, a swivel, is at the forecabin, and the other, a howitzer, is placed at the stern. She has accommodation for five hundred men. Her officers are:—
Captain—Bartholomew.
Lieutenant of Artillery—B. H. Lane.
First Officer—John Hahn.
Second Officer—Lionel Decker.
Chief Engineer—William Johnson.
First Assistant Engineer—Harvey Wilson.
Second Assistant Engineer—George Parley.

CHARGER.
The gunboat Charger is a very powerful propeller, that was purchased by the government and rebuilt to suit the present purpose. She used to run on the North river. She is supplied with a double propeller, having the fun on each side of the keel, near the stern. This enables the vessel to attain a great height of speed. The engine is low pressure; cylinder 30 inches, stroke 30 inches. She is 170 feet long, 30 feet wide, and 8 feet deep. Her armament will consist of four guns: gun deck two thirty-two-pound rifled Parrott guns, and on the upper deck two six-pound howitzers. She has ample accommodations for four hundred men. The following is a correct list of her officers:—
Captain—John Watt.
Lieutenant of Artillery—Voorhies.
First Officer—N. S. Hayden.
Second Officer—David Smith.
Chief Engineer—Alexander Yager.
First Assistant Engineer—Edward Phillips.
Second Assistant Engineer—William R. Burroughs.
Gunner—T. H. Lytle.
Ordnance Officer—E. T. Goodrich.
Commissary Officer—Edwin P. Keen.
Pilot—P. W. Hoff.

VICTOR.
The Victor is a propeller, formerly in use on the Hudson river. She was rebuilt by the government and changed into a gunboat. She is 274 tons burthen, and is of the following dimensions:—Length, 125 feet; breadth, 25 feet; depth, 8 feet; engine, low pressure; cylinder, 26 inches; stroke, 26 inches. She has accommodation for three hundred and fifty men. She carries on her gun deck one thirty-two-pound rifled Parrott gun, and on her upper deck two guns—one twelve-pound Ward steel gun at forecabin, and a howitzer at the stern. Her officers are:—
Captain—Vacancy at present.
Lieutenant of Artillery—William Baxter.
First Officer—J. A. Vane.
Second Officer—A. A. Higgins.
Chief Engineer—Abraham B. Crapper.
First Assistant Engineer—John C. West.
Second Assistant Engineer—Levi Crapper.
Ordnance Officer—Page.
Commissary Officer—Charles H. Gray.

HUSAR.
The propeller Husar, like the others mentioned above, used to run on the North river before she was transformed into a gunboat. After her purchase by the United States government she was rebuilt, &c. She is 250 tons burthen, and her dimensions are as follows:—Length, 170 feet; beam, 30 feet; depth, 9 feet. Engine high pressure; cylinder 26 inches, stroke 36 inches. She carries on her main deck two thirty-two-pound rifled Parrott guns, and on the upper deck two six-pound howitzers. She has ample accommodations on board for 450 troops. Her officers are:—
Captain—Ferdinand Crocker.
Lieutenant of Artillery—James A. Holden.
First Officer—John Watt.
Second Officer—Edward Holsey.
Chief Engineer—John C. West.
First Assistant Engineer—John Snyder.
Second Assistant Engineer—John McAllister.
Commissary Officer—Charles H. Gray.

THE PHILADELPHIA.
The gunboat Philadelphia was the flagship of Commodore Goldsborough for some time, as was the Picket. She is one of the character of steamers that the government is using at present. She is a light armament, carrying only one thirty-two pounder. The following is a list of her officers:—
Acting Master—Silas Reynolds.
Lieutenant—Edmund L. Hayes.
Chief Engineer—Charles A. Norris.
First Assistant Engineer—James R. Joyce.
Second Assistant Engineer—A. J. Hopkins.
Acting Purser—Thomas Thornton.

THE GENERAL PUTNAM.
The General Putnam is a side-wheel steamer of 160 tons burthen. She belonged to New York, and was purchased by the government in last October for naval purposes. She is 102 feet long, 22 feet wide and 7 feet deep. She carries two guns, one five and one six. The following are her officers:—
Acting Master—Wm. J. Hookes.
Master's Mate—Henry Holmes.
Chief Engineer—James O'Brien.
Assistant Engineer—John Henry.

THE YOUNG ROVER.
The Young Rover is what is termed an auxiliary steam bark, and she has been in the service for some time, having been purchased by the United States government as far back as last July. She is a Boston vessel; is 415 tons burthen, 141 feet long, 25 feet wide and 17 feet deep. She carries five guns—one Dahlgren pivot gun and four thirty-eight pounders—making a heavy armament for a vessel of her size. The following is a list of her officers:—
Captain—Hodges.
Lieutenant (commanding)—J. B. Studley.
Acting Master—Hodges.
Master's Mate—Williams.
Purser—Hodges.
Surgeon—Dr. Smith.
Engineer—James Patterson.
Master's Mate—Hodges, Howard, Ryder.

THE LOUISIANA.
The gunboat Louisiana is a propeller of about 400 tons burthen. She is a Philadelphia vessel, and has been in service since July last, having been purchased at that time. She is 143 feet long, 27 feet wide and 8 feet deep. She is at present supplied with four guns—one eight inch columbiad and three thirty-two pounders. The following is a list of her officers:—
Captain—Hodges.
Lieutenant—A. Hopkins.
Acting Master—Alex. Murray.
Gunner—McDonald.
Chief Engineer—Lay.
First Assistant Engineer—McCarthy.
Second Assistant Engineer—Hickey.
Third Assistant Engineer—Hodges.

THE STARS AND STRIPES.
The Stars and Stripes is a propeller of 407 tons burthen. She belonged to New Haven, Connecticut, but was purchased last July for government use. She is 147 feet long, 34 feet wide and 9 feet deep. She carries five guns—four eight-inch and one twenty-pound rifled pivot. She is commanded by the following officers:—
Lieutenant Commanding—R. Wenden.
Acting Master—G. Ansbury.
D. B. Eddy, L. W. Hill, S. L. Clapp and Hamilton.
Midshipman—R. S. McCook.
Acting Master—J. J. Pratt.
Acting Assistant Surgeon—R. Marshall.
First Assistant Engineer—J. Briggs.
Third Assistant Engineer—W. D. Forbes, J. J. Coffey, and J. Lyman.
Purser—J. D. Dumore.
Master's Mate—H. B. Foot.

THE VALLEY CITY.
The gunboat Valley City is a screw steamer of about 200 tons burthen. She belonged to this city, but was purchased by the government in July last. She is 127 feet long, 22 feet wide and 7 feet 6 inches in depth. She carries four guns, and the following is a list of her officers:—
Lieutenant Commanding—J. C. Chaplin.
Acting Master—E. Crowell.
Master's Mate—J. A. Brooks.
Second Assistant Engineer—R. H. Short.
Third Assistant Engineer—H. H. Haddock.
Paymaster—George Wilson.

THE UNDERWRITER.
The gunboat Underwriter was formerly a tugboat in the harbor of New York. She is very powerfully built, and is a capital sea boat. She was purchased by the government last August for naval purposes. She is a side-wheel steamer, of about 350 tons burthen, and the following are her dimensions:—Length, 170 feet; breadth, 25 feet; depth, 8 feet 10 inches. She carries two guns, and is commanded by Lieutenant Jodice.

THE DELAWARE.
The Delaware is a Philadelphia side-wheel steamer, of 357 tons burthen. She was purchased for naval use in October last. She is 155 feet long, 27 feet wide and 9 feet deep. She carries five guns as her armament, and is commanded by Lieut. S. P. Quackenbush.

THE SHAWNEE.
The gunboat Shawnee is a side-wheel steamer, of 180 tons burthen. She belonged to New York, but was purchased by the government last September. She is 118 feet long, 22 feet wide and 7 feet deep. She carries two guns, and is commanded by Acting Master S. G. Woodward.

THE LOCKWOOD.
The Lockwood was formerly a towboat in our waters but was bought by the government about last August. She is a side-wheel steamer, of 180 tons burthen. She carries three guns, and is commanded by Acting Master G. L. Graven.

THE CERES.
The gunboat Ceres is a screw steamer of 144 tons. She is a New York boat that has been bought. She is 120 feet long, 22 feet wide and 6 feet 8 inches deep. She has two guns on board, and her commander is Acting Master J. McDermid.

THE MORRIS.
The gunboat Morris was formerly one of the Brooklyn ferryboats—we believe the Marion. She is a very strongly built vessel, and is comparatively new. She is of course, a side-wheel steamer, 512 tons burthen, and of the following dimensions:—Length, 143 feet; breadth, 33 feet; depth, 12 feet. She was purchased last November; carries two guns, and her commander is Acting Master Peter Hays.

THE J. N. REYNOLDS.
The J. N. Reynolds is a side-wheel steamer of 133 tons burthen. She is a New York vessel, and we believe was engaged in the towing business; she was purchased about four months ago, and transformed into a gunboat. She is 102 feet long, 20 feet wide and 7 feet deep. She carries two guns, and is commanded by Acting Master P. S. Waller.

THE HENRY BRIDGEMAN.
The gunboat Henry Bridgeman is a propeller of 108 tons burthen, 91 feet long, 22 feet wide and 6 feet deep. She is a New York vessel, and was purchased last October for the use of the government. She is supplied with one gun, and Acting Master J. C. Giddings commands her.

THE HUNTSBACH.
The gunboat Huntsbach is a side-wheel steamer, lately purchased by the United States government. She carries as an armament one one hundred-pound Parrott rifled gun, long range, and three nine-inch rifled Dahlgren guns. She carries six large launches from the frigate Roanoke. They will each carry a twelve-pound Dahlgren boat howitzer, weighing 683 pounds each. The boats are also on board Company B of the Union Coast Guard.

The following is a correct list of her officers:—
Lieutenant Commanding—E. R. Colburn.
Lieutenant—Richard Russell.
Sailing Master—James H. Hardisty.
Chief Engineer—R. E. Brown.
First Assistant Engineer—John Wall.
Second Assistant Engineer—W. R. Armstrong.
Master's Steward—James H. Hathaway.
Master's Mate—Robert P. Bone, Charles Weber, William Hays.
Chief Boatswain's Mate—James Ritchie, George Williams.

THE COMODORE BARNES.
The Commodore Barnes is a fellow to the gunboat Morris, being one of the Williamsburg ferryboats. She is almost new, very strongly built, and was purchased by the government last October. She is 615 tons, and her dimensions are as follows:—143 feet long, 33 feet wide and 12 feet deep. She carries two guns, and is commanded by Acting Lieutenant Commanding R. D. Reschaw.

THE COMODORE PERRY.
The Commodore Perry was purchased at the same time as the Barnes, and belonged to the same line. She retains her old name. She is the same as the Barnes and the Morris. She also carries two guns, and is under the command of Lieutenant Charles H. Finster.

THE KETZEL.
The gunboat Ketzel is one of the steamers lately purchased by government and turned into gunboats. She carries two guns, one forward and one aft. She is under the command of Lieut. Henry K. Davenport.

THE SOUTHFIELD.
The Southfield was formerly one of the Staten Island ferryboats. She is a large side-wheel steamer, and capable of accommodating a large number of persons. She was purchased a short time ago by the government. Her armament four guns, one one hundred-pound rifled and three

thirty-two guns. She is commanded by Acting Youngmaster Lieutenant C. F. Behm.

THE GRANITE.
The gunboat Granite is a small steamer, carrying one gun of thirty-two pound caliber. She is commanded by Acting Master L. Toomer.

THE PICKET.
The gunboat Picket is a propeller, of the same class and appearance as the others, and her armament is about the same. The guns are as follows:—Two twelve-pound Ward steel rifled guns, one twelve-pound boat howitzer, and one twelve-pound mountain howitzer. She carries two troops, but makes an excellent attacking boat, owing to her armament.

The following are her officers:—
Captain—Thomas P. Ives.
First Officer—Edward Riley.
Second Officer—Charles Strong.
Gunner—James Harrison.
Chief Engineer—John Homan.
First Assistant Engineer—Thomas Miller.
Second Assistant Engineer—Charles C. McDonald.
Pilot—James H. Wickes.

THE FLOATING BATTERIES.
In addition to the gunboats mentioned above, there are in the expedition five floating batteries, constructed out of the strongest hulls that could be procured for the purpose. They have been firmly braced, &c., to resist the effect of shot, and have been divided into five watertight compartments. While they are in action the batteries will be covered with large bales of wet hay, leaving apertures at convenient distances for the handling of the guns. This soaked hay affords a splendid protection to the gunners from rifle and musket balls, leaving them only the largest shot to fear. The batteries themselves are very low in the water and present but a poor mark for targets. When once brought on the field of action they will be placed in position and anchored.

The following are the names and description of the batteries. They are under the command of Masters: Master Edward Staples and James Lake.

THE SHRAPNEL.
The Shrapnel is, if she may be so called, the flagship of the batteries. She carries an armament of three guns, twelve-pound Ward steel rifled, and eighteen men to man them. Her officers are:—
Commander—Edward Staples.
First Officer—Riley.

THE ROCKET.
The Rocket is the same as the Shrapnel, carrying the same number of guns, three of Ward's steel rifled cannon, and a sufficient number of experienced men to work them. The second officer in command of this small flotilla commands this vessel. Her principal officers are:—
Commander—James Lake.
First Officer—J. A. Wilson.

THE GRANADE.
The Granade also carries three of Ward's steel guns, twelve-pound each, and eighteen men as crew and gunners. She is one of the strongest of the batteries, and is commanded by Commander W. B. Avery.

THE MEDICAL DEPARTMENT.
The Medical Department of the expedition is under the superintendence of Major William A. Church, M. D., of General Burnside's staff, assisted by the brigade and regimental surgeons. When the troops left Annapolis the malignant cases of sickness—which may, as you know, be comparatively few—were left behind in the general hospital on shore, while those convalescing or laboring under diseases of a mild type were transferred to the

HOSPITAL SHIP ROCKIT.
A vessel whose name is peculiarly and curiously appropriate to her present purpose. She is under the command of Captain George Coggeshall. The hospital arrangements are under the management of the medical staff—Dr. Samuel F. Green, of the Twenty-fourth Massachusetts; Dr. Theron Temple, of the Twenty-fifth Massachusetts; Dr. Strong, of the Twenty-third Massachusetts; Dr. Dodge, of the New York Fifty-first, and medical aides Samuel Applegate.

THE PONTOON BRIDGE.
A newly patented bridge, of the kind exhibited some time ago in the City Hall Park, is one of the numerous appliances taken along with the expedition.

When run across the water it is divided into sections forty feet in length, and entirely composed of wood. The weight of an entire section is 9,470 lbs., and it can be made ready for launching by experienced engineers in the space of five minutes. The chief point of excellence pertaining to the bridge is the means adopted for supporting it, which consist of wire trusses, about two inches in circumference, interlacing one another as they run. When placed perpendicularly along the bottom that degree of strength cannot be arrived at which the interlaced trusses guarantee.

A trial of the bridge was made in the harbor of Annapolis before the sailing of the fleet from that point, and resulted in the most satisfactory manner.

In addition to the pontoon bridges there are also a number of flat bottomed and very buoyant scows, or rather skiffs, accompanying the expedition, intended for the purpose of assisting in the crossing of small rivers, creeks and shallow streams. They are arranged with a portion of their sides straight and parallel, instead of the usual curve, so that when placed side by side, and connected, they form a solid and unswaying foundation on which planks may be laid transversely for the safe transport of troops. They are also contrived for the adjustment of wheels, thus rendering their transportation on land comparatively easy.

SUMMARY OF THE UNION GUNBOATS.
Commanders
1—Brickner.....Act. Mas. M. J. C. Giddings.....1
2—Ceres.....Act. Mas. S. A. McDermid.....2
3—Charger.....Lieut. Com. John West.....3
4—Com. Barnes.....Lieut. Com. R. D. Reschaw.....4
5—Com. Perry.....Lieut. Com. E. R. Colburn.....5
6—Shawnee.....Lieut. Com. S. P. Quackenbush.....6
7—Granite.....Act. Mas. S. Bonner.....7
8—General Putnam.....Act. Mas. W. J. Hookes.....8
9—Morris.....Act. Mas. Fred Crocker.....9
10—Huntsbach.....Lieut. Com. H. K. Davenport.....10
11—Ketzel.....Lieut. Com. E. R. Colburn.....11
12—Lockwood.....Act. Mas. P. S. Waller.....12
13—Lockwood.....Act. Mas. S. L. Graven.....13
14—Lancer.....Act. Mas. Peter Hays.....14
15—Philadelphia.....Act. Mas. Silas Reynolds.....15
16—Pioneer.....Act. Mas. Charles S. Baker.....16
17—Ranger.....Act. Mas. J. B. Childs.....17
18—Rocket.....Act. Mas. James Lake.....18
19—Southfield.....Lieut. Com. Behm.....19
20—Shawnee.....Act. Mas. T. S. Woodward.....20
21—Shrapnel.....Lieut. Com. Ed. Staples.....21
22—Underwriter.....Lieut. Com. Jeffers.....22
23—Valley City.....Lieut. Com. J. C. Chaplin.....23
24—Victory.....Act. Mas. Com. Fred Webb.....24
25—Young Rover.....Act. Mas. L. B. Studley.....25
Total guns.....84

Sketches of the Naval Officers.
FLAG OFFICER L. M. GOLDSBOROUGH.
Flag Officer Louis M. Goldsborough, commander of the naval part of the Burnside expedition, was born in the District of Columbia. He is a citizen of the State of Maryland, but received his appointment in the United States Navy from the District of Columbia.

His first entrance into the navy bears date June 19, 1812. He has consequently been nearly fifty years in the United States service, over eighteen of which he has passed at sea in the various grades of the naval service. Among others he commanded the Marion, thirty-eight guns, in 1842, at the time she was attached to the squadron of Commodore Riggall, and was in command of the Commodore in 1847 when he commanded the Ohio, seventy-three guns, and afterwards commanded the Cumberland, forty-four guns, and the Levant, eighteen guns, at the time those vessels were attached to the squadron of Commodore Silas H. Stringham, in the Mediterranean.

The Cumberland was the flagship while under his command. His time of service on shore is about twenty years, and he has been off active duty about eighteen years.

The date of his present commission is September 14, 1855. He lately commanded the United States frigate Congress, from which position he was appointed to command one half of the Atlantic Blockading Squadron, superseding Commodore Stringham, who was formerly in command, for some time, was Fort Monroe, and his late act relative to officers in the navy places him prominently on the retired list, having been over forty-five years in the service of his country, yet Commodore Goldsborough, like many other old officers in the navy, is a man of too much experience and energy to be allowed to retire upon his laurels, and he has now a splendid opportunity offered him to earn and deserve a still higher reputation among his countrymen.

COMMANDER SAMUEL F. HAZARD, U. S. N.
Commander F. Hazard, U. S. N., was in Newport, R. I., in 1804, entered the navy as a midshipman in January, 1822, and has been in the service about thirty-eight years, of which over nineteen were spent at sea. During

the Mexican war he was Second Lieutenant of the Cumberland, from which he was detached by Commodore Perry to command and sail the prize vessel Monitor to Toledo, in the bombardment and reduction of which he took part. He has been attached, on all the naval expeditions with the exception of the West India Squadron, in command successively of the naval trocadero and the receiving ship Ohio at Boston, for three years, and more recently was in command of and at sea with the Provincias. Recurring from the Gulf in February, 1861, he has since been connected with the gunboat fleet at St. Louis as second in command, and was a short time on duty at the tip state, near Norfolk. He is a son of ex-Lieutenant John Senior Nathan Hazard, and cousin of Commander Oliver Hazard Perry. He has held the rank of Commander in the Navy since 1855.

COMMANDER STEPHEN C. ROWAN, U. S. N.
Commander Stephen C. Rowan, who has command of the second column of the naval portion of the Burnside expedition, is a native of Ireland, but came to this country while young. He received his appointment from the State of Ohio, of which State he is a citizen. His original entry into the service bears date February 1, 1826. He has consequently been just thirty-six years in the service. The date of his present commission is September 14, 1855. His last service was in about thirteen years, a short about seventeen years. When employed nearly seven years. He has been attached to the Ordnance Department at New York. He has also been engaged in the present blockade, and commanded the Providence some short time ago.

COMMANDER A. GUSTAV L. CASE, U. S. N.
Commander A. Gustav L. Case, the chief of the staff of Commodore Goldsborough, is a native of New York. He entered the United States Navy in April, 1826. The date of his present commission is September 14, 1855. He has been three years and five months' sea service. His total sea service since he entered the navy is sixteen years and five months; he served seven years on shore and special duty, and was nine years unemployed. His last sea service, prior to the present expedition, was in May, 1859, which was on board the steam frigate Minnesota. He stands No. 70 on the list of commanders.

LIEUTENANT REED WERDEN, U. S. N.
Lieutenant Reed Werden, the commander of the gunboat Stars and Stripes, is a native of Ohio. When young his family removed to Ohio, and from that State he was appointed to the United States Navy in January, 1834. His present commission as lieutenant is dated February 21, 1849, and under it he has seen upwards of seven years' sea service. His total sea service is fourteen years and three months. He was on shore duty for over four years, and was eight years unemployed. He has been over twenty-one years in sea service. Immediately after the capture of Fort Hatteras he was placed in command of the naval fleet on the inland North Carolina coast, and held that position until the arrival of the Bermuda fleet. He number in rank of lieutenants is 66.

LIEUTENANT J. C. CHAPLIN, U. S. N.
Lieutenant J. C. Chaplin, the commander of the gunboat Valley City, is a native of Pennsylvania, of which State he is now a citizen, and from which he entered into the United States Navy in 1850. His present commission is dated November 18, 1859, and under it he has been ten months at sea. His total sea service is six years and seven months. He was three years on shore duty, and seven months unemployed. He was last at sea, prior to his present command of the Valley City, in 1859, when he was on board the gunboat Pawnee. He ranks 206 in the list of lieutenants.

LIEUTENANT S. P. QUACKENBUSH, U. S. N.
Lieutenant S. P. Quackenbush, the commander of the Delaware, is a native and a citizen of the city of New York. He entered the United States Navy February 16, 1840. The date of his present commission